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MOTOR NOTES

THE LINCOLN HIGHWAY—ITS REALIZATION

BY FRED J. WAGNER

THE subject of monuments is one which is open to much discussion. Some people's idea of a monument is a magnificent bronze, or gold, or marble statue—a mausoleum, or temple such as the Taj Mahal in India; any one of which may be a thing of beauty and permanence. However, when it came to the matter of erecting a memorial to Abraham Lincoln, while some people wanted it to take the form of a grand monument, others were in favor of having it a memorial which would do infinitely more good than a massive piece of stone or metal, and as a result a decision was reached to make the Lincoln memorial a great connecting highway between the Atlantic and Pacific. It was to be one which would be of benefit not only to motorists but to transcontinental commerce generally, and which would serve to acquaint Americans better with their own country—to reveal to them thousands of wonderful sights which the majority never knew existed. This would be a memorial which would last for centuries—perhaps to eternity—a remarkable real estate and business developer that would bring the golden West much nearer the East.

To be sure, a great highway 3,400 miles in length is a far more expensive memorial to build than even the most elaborate sort of a modern monument or mausoleum erected in park or plaza. This road is costing infinitely more to build than the purchase of an immense park in any large city would cost. But the beauty of the plan to build this highway is that the concrete result

will do the greatest amount of good for the greatest number, and it is not confined to one community, but instead through a chain of states clear across the continent, and a roadway into which thousands of other roads built by various communities may converge. In short, the Lincoln Highway is practically the vertebræ of a great national system of good roads, having thousands of smaller roads connecting with and radiating from it.



To raise sufficient funds to put this road across the country was a problem and when on September 10, 1913, a small body of men made known to a not too interested public their determination to promote and establish, with the aid of the people of the country, a continuous, improved, transcontinental highway in memory of the great emancipator, and that the patriotic burden of broadening, straightening, beautifying

and maintaining the route was to rest upon all the people, a great many remarked that the undertaking was altogether too gigantic and never could be brought to a successful realization. On the other hand, there were those who were most enthusiastic about it and these same enthusiastic ones are now seeing the highway gradually approaching completion, have seen it pass the stages where all doubt as to its ultimate establishment and success has been removed. Certainly, 2,500 miles of a road, thoroughly marked, is adequate evidence that the path of progress has been well beaten.

Within a year from the date of its inception, enthusiasm in the project increased in leaps and bounds, and not only enthusiasm and moral support was forthcoming, but likewise financial support. It was estimated that the Lincoln Highway from the Missouri River westward would cost \$25,000,000. This was quite a sum to raise in a year of business depression. It could be secured by letting taxpayers of the various counties and cities along the route vote to appropriate it *pro rata*, or as they saw fit; a large majority would come from the regular state funds available in most states for road improvement, while much could be raised by private subscriptions from the thousands of patriotic Americans who revere the name of Lincoln, and who realizing that no more appropriate, enduring, or practical memorial could be erected to him, also foresee the benefits to the country which will result from a trans-



Picturesque road in a hilly section of Wyoming



Old bridge in Pennsylvania, soon to be rebuilt



Working on the highway in Ohio

continental highway and its ramifications.

In order to handle the enterprise properly the Lincoln Highway Association was formed and immediately began to pull into line the various State Highway Commissioners and associations of taxpayers, as well as individuals; to engineer a publicity campaign and secure cooperation from many sources. One of the first acts of the Association was to appoint in each state, county and municipality along the proposed route local representatives who were enthusiastic good roads advocates and could look after the interests of the Association in their respective sections. These representatives served without any recompense and are men of high calibre—clergymen, bankers, professional and business men, heads of automobile clubs, automobile trade bodies, and others, and they have given their time, energy and money to advance the work. Through their influence many streets and country roads on the route have been renamed "the Lincoln Way." In Pennsylvania historic points like Chambersburg and Lancaster have renamed their streets, while in Columbiana County, Ohio, forty-two miles of road has been designated "the Lincoln Way." In Indianapolis, Illinois, Iowa, Nebraska, Wyoming and elsewhere the same is true.

The work of widening, leveling and beautifying has been a colossal one, and will continue to be so for some time to come. The consuls in each city have marked with the official red, white and blue marker of the Association, more than seventy-five per cent of the distance, placing from five to eight markers to the mile. Some idea of the interest the highway has aroused among big organizations may be realized from the fact that such bodies as the General Federation of Women's Clubs, including more than a million women, has decided to undertake the beautifying of the Highway, and to that end not long ago appointed a Lincoln Highway Tree Planting Committee with chapters in every state. Tens of thousands of trees are to be planted and transplanted

on the route to make the road more attractive. At Moosehart, Ill., the home of the Loyal Order of Moose of the World, this order has constructed at its own expense a section of concrete Lincoln Highway, eighteen feet wide, at a cost of \$12,000. A man in Los Angeles contributed, as a memorial to his mother, seventeen drinking fountains to be placed in the business sections of the towns included in the Lincoln Highway in Illinois, his mother having been an Illinois woman. Five counties in Iowa have appropriated in the aggregate \$140,000, to be spent this year, while the total for the state is in excess of \$200,000.

Hundreds of thousands of dollars have been contributed to the work by patriotic people, while large industrial organizations, including numerous big automobile manufacturers, have been most liberal in their donations. Work on the highway is now in progress in twelve states and thousands of feet of steel and concrete culvert are being installed along the route in Wyoming and Nevada alone—two states which



Celebrating the opening in Ohio

the average person would not expect to be as far advanced as some of the others. Thousands of automobile owners have come to the support of the Association by taking out \$5 memberships, every member receiving in addition to his certificate an artistic radiator emblem of etched metal.

In February thousands of motor-cars will follow this route from the East to the Panama-Pacific Exposition and San Diego Exposition and there is no doubt but that those who do so will enjoy their trip to the expositions far more than if they had gone by rail. Practically every section of the country has its history of either national or especial local interest. There are many points in the East which the average Westerner has never visited, but which he will be forced to see. From New York to San Francisco the tourist over the Lincoln Highway beholds a moving, ever-changing panorama; he traces the footsteps of the pioneer and follows the path of the frontier as it pushed westward to vanish in the mists of the Golden Gate and the blue Pacific. He sees, as it were, a cross section of America; her people, her thousands of

interests, her traditions, her history, her beauty, her resources, her magnitude, her power. The Eastern end leads from New York City via Newark, across the state of New Jersey, through the interesting university town of Princeton, and along the Delaware River country to Philadelphia. Many points that are historic for the part they played in the Revolutionary War, among them Valley Forge, are encountered; and then the panorama of the late war, hundreds of miles in length, constantly reminds the motorist of the tragic days of the sixties. Gettysburg, where the crux battle of the Civil War was fought and where Lincoln made his immortal address; down through Chambersburg over the route of General Lee's army, on its futile march, past many a soldier's and officer's monument, into the mountainous regions that lead to Pittsburgh, and across into flat Ohio.

The Way is well marked through Ohio and Indiana, threading by way of Elkhart and South Bend into Illinois. A few hundred miles beyond Chicago the tourist breaks into the Western country of romance and moving picture films. Through Nebraska, seventy-five per cent of the Lincoln Highway has been dragged and rolled. The scenery improves as one winds into Wyoming, through Big Springs and Cheyenne, and then the Rocky Mountains loom up far in the distance. The plains, flat like a huge billiard table, stretch out on every side with bright spots of green here and there indicating where alfalfa is being cultivated. The air is wonderfully clear, an altitude of about 750 feet having been reached, although one does not realize he is on such a high plateau. Cheyenne, quite a modern city with first class hotels, has a few earmarks of the Cheyenne of romance remaining. Here is held the famous Frontier Day, once a year, when cow-punchers and riders from all parts of the great West gather to show how their dads and granddads cut capers in that realm before modernism spread so far westward.

In a way it is appalling how little the average person living East of Chicago re-



Steel markers, Elkhart, Indiana

alizes what the great West is like. They have heard of a few names of places—hollow names which though picturesque in sound, mean practically nothing to the average Eastern mind. They have not tried to "see America first." The great majority of them never will see America as it should be viewed, and the motorist who is fortunate enough to be able to make the trip across the Lincoln Highway is able to make life that much more worth while.

Past the crusted beds of the Great Salt Lake, circuiting the famous Kimberley copper mine and other mines in Nevada, and a few hundred miles more, the motorist finds himself in balmy, beautiful California.

There is one interesting fact about the Lincoln Highway and that is that while it will soon be a complete chain of roads spanning the country it probably *never will be actually completed*, but will be subject to a continuous process of improvement. The roads that are traveled this year will be, fifty or a hundred years hence, wider, better paved in many sections, and the network of connecting roads will become more extensive and intricate. It is a truly splendid memorial to President Lincoln. One of the grandest things about it is that, having been established, it is to be no mere ornament; everyone will know what to do with it.

A Few of the New 1915 Model Accessories

By M. Worth Colwell

THE day of the automobile buyer accepting any old thing in the matter of car equipment is past. The motoring public has become educated up to what is what in the way of automobile accessories, and in the majority of purchases the buyer specifies certain equipment on his new car, and frequently if the regular equipment differs from the specifications, the company selling the car is asked to make changes in these extras. For instance, a man who has had experience with a magnetic type of speedometer may insist upon having the same type on his next new car. He may be partial to a certain lighting or starting system, having found that it gives good service, and will not wish to experiment with another system of which he knows nothing. In fact, the equipment on a car furnishes numerous talking points for salesmen these days, and marked strides have been made the last few seasons in producing better accessories and those which make for greater comfort and convenience.

The Fifteenth National automobile shows this season will reveal much that is new in the accessory line. I am mentioning a few accessories that have come to my attention recently, some of which I have tried out personally and found excellent,



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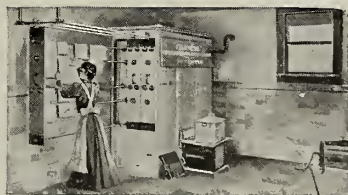


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